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SOME FAULTY PRODUCTS OFFSETGOOD PERFORMANCE OF OTHERS IN EXTRACTION FIELD

NEW MINE CARS SAFE, DEPENDABLE -- Pravda Ukrainy, No 78, 1 Apr 50

New man-hauling cars for use in inclined workings were developed and put into operation last year by a group of engineers from the Makeyevka Scientific Research Institute for Safety in the Coal Industry, working in conjunction with the Donets Affiliate of Giprouglemash. The cars are of simple design, absolutely dependable on ascent and descent, and are comfortable.

Outwardly, the car resembles a funicular vehicle. The seating is set at 45 degrees to the platform. Front, rear, and top are protected by heavy steel plate. The body is set on a special frame, resting on two twin axle trucks. The trucks are joined to the frame by spherical joints, permitting them to turn through 10 degrees, in a vertical as well as a horizontal plane. Side supports on the frame prevent the car's tipping over on its side, and permit the trucks to negotiate single-rail sags of up to 25 millimeters.

A braking carriage is suspended beneath the frame. On this carriage are blades, supports, and a releasing rod with pawls. A draw rod, connected to the coupling system, runs the length of the car. It is fitted with a spring, which is compressed when tension is exerted by the cable; when the cable slackens, it exerts a forward force.

In case the cable breaks, or the couplings part, the supports are lowered to the roadbed, securing themselves in the earth or against the ties, and the braking carriage stops with them. The car continues on its way until the pine beams, secured with shock absorbers to its frame, run onto the cutters of the braking carriage. The car stops in one meter, and there is no shock to the passengers. The braking system may be operated automatically, or by hand.

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PEAT PROCESSORS DO WELL ON TESTS -- Mekhanizatsiya Trudoyemkikh i Tyazhelykh Rabot, No 3, Mar 50

Lowland peat obtained in the Ukraine lacks cohesion and solidity and tends to crumble. Processing of the peat on machines now in series production has not improved its quality. It was concluded that machines needed friction surfaces to act on the peat in a rubbing, compressing action, in order to change the cohesive structure of the peat particles.

Accordingly, the Ukrainian Fuel Institute built the KM-1 and KM-2 machines, and ran tests on them in 1948 and 1949. Peat prepared on the KM-1 surpassed the product of the Rogov press considerably; the tendency to break up into lumps and crumbs was cut 50 to 65 percent; the volumetric weight increased 10-15 percent; moisture capacity was lowered 30-50 percent; bricks were 50-60 percent firmer; and it took 15-20 percent less time to dry the peat. The coefficient of utilization for boilers burning the peat rose 5-10 percent; 10-15 percent less fuel was needed for a given unit of heat; the volume of steam per boiler-surface unit rose 5-10 percent; and the peat was found suitable for home furnace consumption.

The KM-2 machine weighs 2,900 kilograms and can process 75 cubic meters of peat per hour.

The rubbing-compressing action is exerted on the peat by forcing it from the feed hopper to pass between two cones, one of which revolves inside the larger, stationary one. The peat then passes to a pair of endless screws, where it is further kneaded and mixed, finally going out a chute onto a conveyor for drying.

HOIST AFFORDS SPEEDY COAL REMOVAL -- Ogonek, No 13, 26 Mar 50

The most powerful mine hoist in the world was built at the Novo-Kramatorsk Plant imeni Stalin in 1949. It can lift 12 tons of coal through 1,300 meters with the speed of an express train.

POOR EQUIPMENT HOLDS UP WORK IN OIL FIELDS -- Bakinskiy Rabochiy, No 9, 13 Jan 50

During the last few days the Stalineft' Trust has lost 70-80 tons of petroleum because of the inferior performance of pumps made at the Plant imeni Ordzhonikidze. The deep-well pumps of 70-95 millimeters in diameter are the poorest of the lot.

In one 450-meter well, for example, a pump stopped after one shift. A new first-class pump was tried out, but the plunger immediately jammed, rendering it inoperative. On the advice of a representative from the plant, a third-class pump was lowered, but its plunger also jammed. Finally, an old pump had to be used, with the well producing 2-3 tons below its optimum output.

The petroleum workers have justly complained to the plant management about these pumps, but nothing is done to remedy their faults. Mechanical shortcomings are not admitted, and other reasons are given for the pump breakdowns.

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In the Ordzhonikidzeneft' fields there were 12 cases in December of pumps from the Plant imeni Ordzhonikidze breaking down after only 3-4 days' operation. The valves of one deep-well pump wore out after 12 days' operation. An FD deep-well pump stopped pumping after 3 days, its intake clogged with sand; the plunger jammed on an FD-2 pump 12 minutes after lowering. The middle connection on deep-well pumps often becomes unscrewed, the result of careless thread-cutting at the plant.

The Leninneft' petroleum workers have run into similar difficulties with pumps produced at the Plant imeni Ordzhonikidze.

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